

Melnea Cass Boulevard

Community Meeting
March 6, 2013

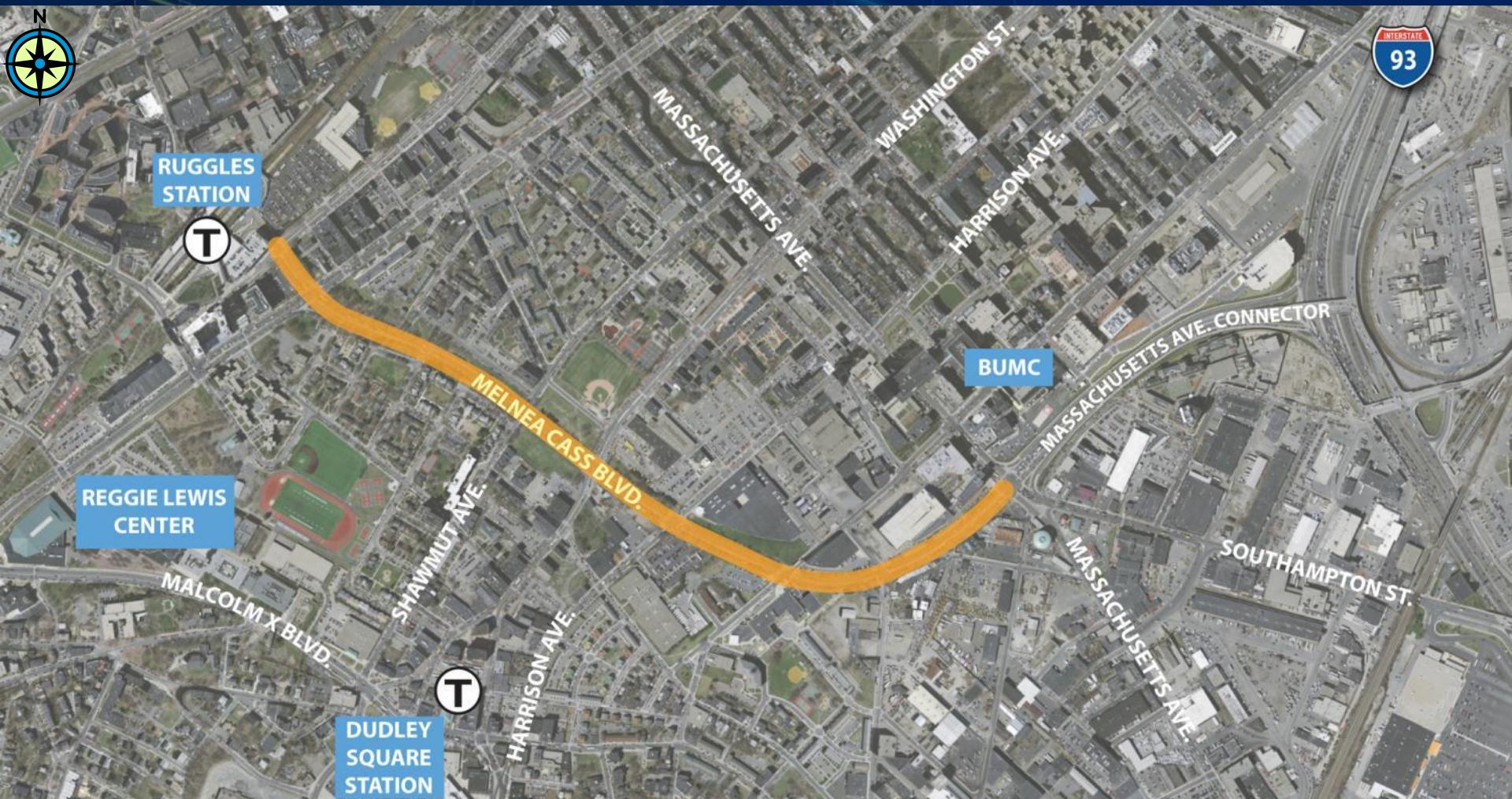
presented by
**Boston Transportation
Department**

with

Howard/Stein-Hudson
Crosby | Schlessinger | Smallridge
Toole Design Group
GLC Development Resources
Charles River Watershed Association



Project Area



MELNEA CASS
BOULEVARD
DESIGN PROJECT

Boston Transportation Department



Project Timeline

- **Initial Public Meeting – 10/11/2011**
- **Community Visioning Meeting – 12/14/2011**
- **Design Objectives Meeting – 3/15/2012**
- **Sharing Initial Concepts – 5/30/2012**
- **Developing Refined Concept – Summer/Fall 2012**
- **Sharing Revised Concept with Community – March 2013**



What We Heard: Vision

- Safe, clean and beautiful
- Well-maintained – snow and litter consistently removed
- All parcels owned and cared for
- Safe for cyclists and pedestrians
- Providing safe, effective transit service
- Moving calmed vehicular traffic effectively
- Fully integrated with its surrounding neighborhood
- A catalyst for neighborhood economic development



What We Heard: Design Direction

- **Transportation should work well for all modes:**
 - Safe, efficient, calmed traffic
 - Lower speeds
 - Good bicycle and pedestrian connections
 - Effective transit



What We Heard: Design Direction

■ Soften the Boulevard – reduce “highway feel”

- Heightened safety for non-vehicle users – safe crossings
- Walking/cycling connections
- Make it clear drivers are in a neighborhood
- Use greenery to soften BRT stations
- Use greenery to reduce speeds



What We Heard: Design Direction

■ BRT is a part of this project. As such:

- Center BRT preferred
- Improve existing transit
- Creates a corridor for emergency vehicles
- Provides pedestrian refuge at crossings
- Consistent with RSMP and Urban Ring planning
- Connects community to jobs



BRT (Bus Rapid Transit)

- Frequent Service
- Widely-spaced Stops
- High-capacity Vehicles
- Real-time Information
- Traffic Signal Control
- Dedicated Lanes



What We Heard: Design Direction

■ A green boulevard:

- Save as many trees as possible
- Native, low maintenance plants and trees
- Broad tree canopy for shade
- Use center BRT for additional planting area
- Ensure trees are well-trimmed
- Avoid blocking signage



What We Heard: Design Direction

■ Fully integrate with cross streets and the neighborhood

- Provide a gateway to Dudley Square
- Design buildings for active street life
- Safe and family-friendly
- Design that invites people to use neighborhood businesses



Design Team's Challenge

■ Effectively integrate community desires for:

- An attractive, safe neighborhood main street
- Active local business
- Connectivity between Roxbury and South End
- Effective, safe transportation for all modes
- Center BRT
- Saving existing trees

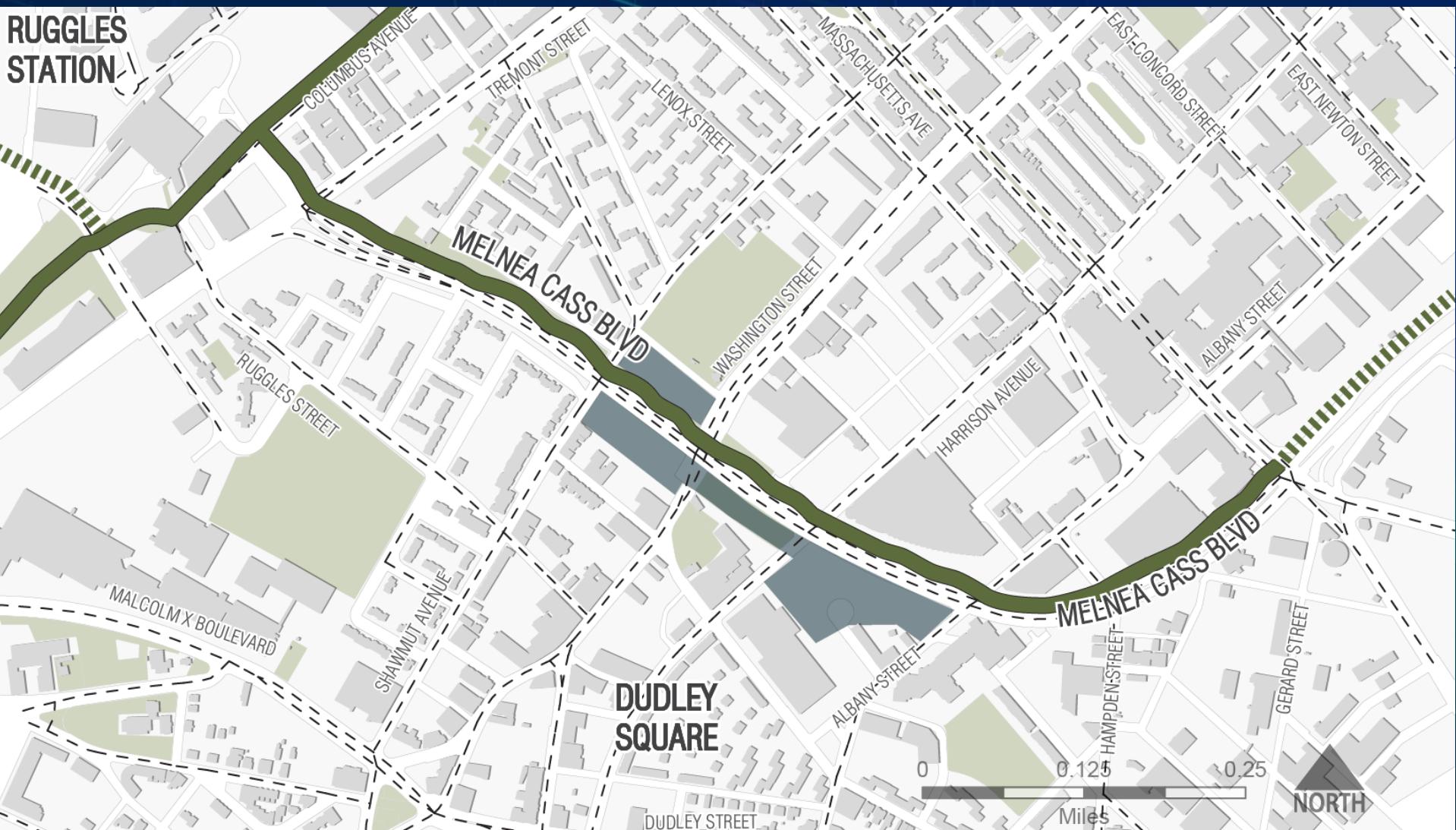


Cross-Section Comparisons

	Coolidge Corner	Huntington Avenue at the MFA	Proposed Melnea Cass Blvd
Sidewalks	15 feet	10-14 feet	14 feet
Bicycle path	N/A	N/A	10 feet
Transit Reservation	57 feet	33 feet	38 feet
Eastbound Lanes	22 feet	23 feet	35 feet
Westbound Lanes	32 feet	32 feet	35 feet
Crossing Distance	111	126 feet	108 feet

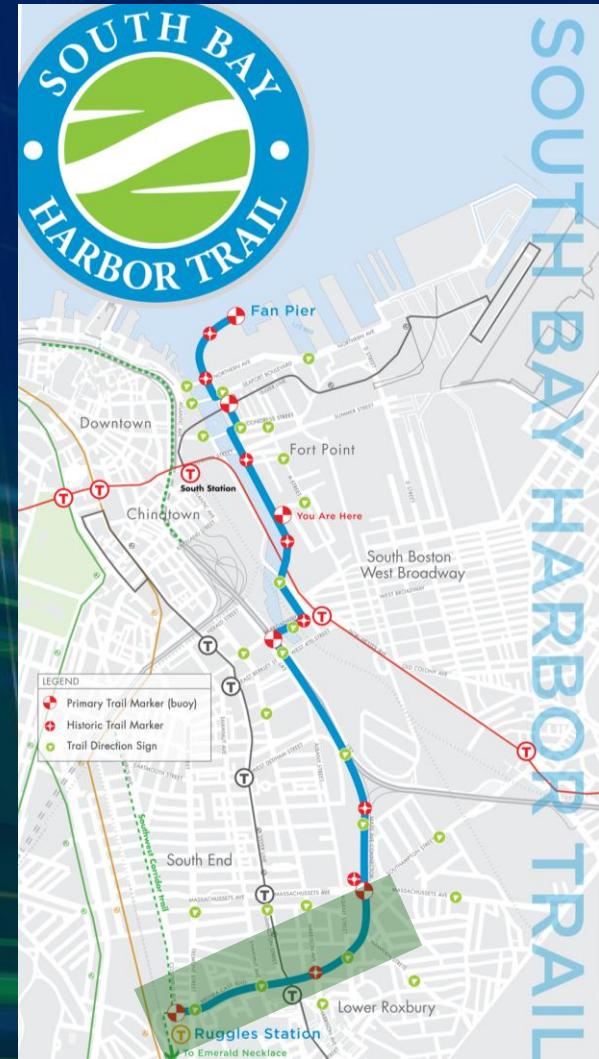


Complete Streets Principles



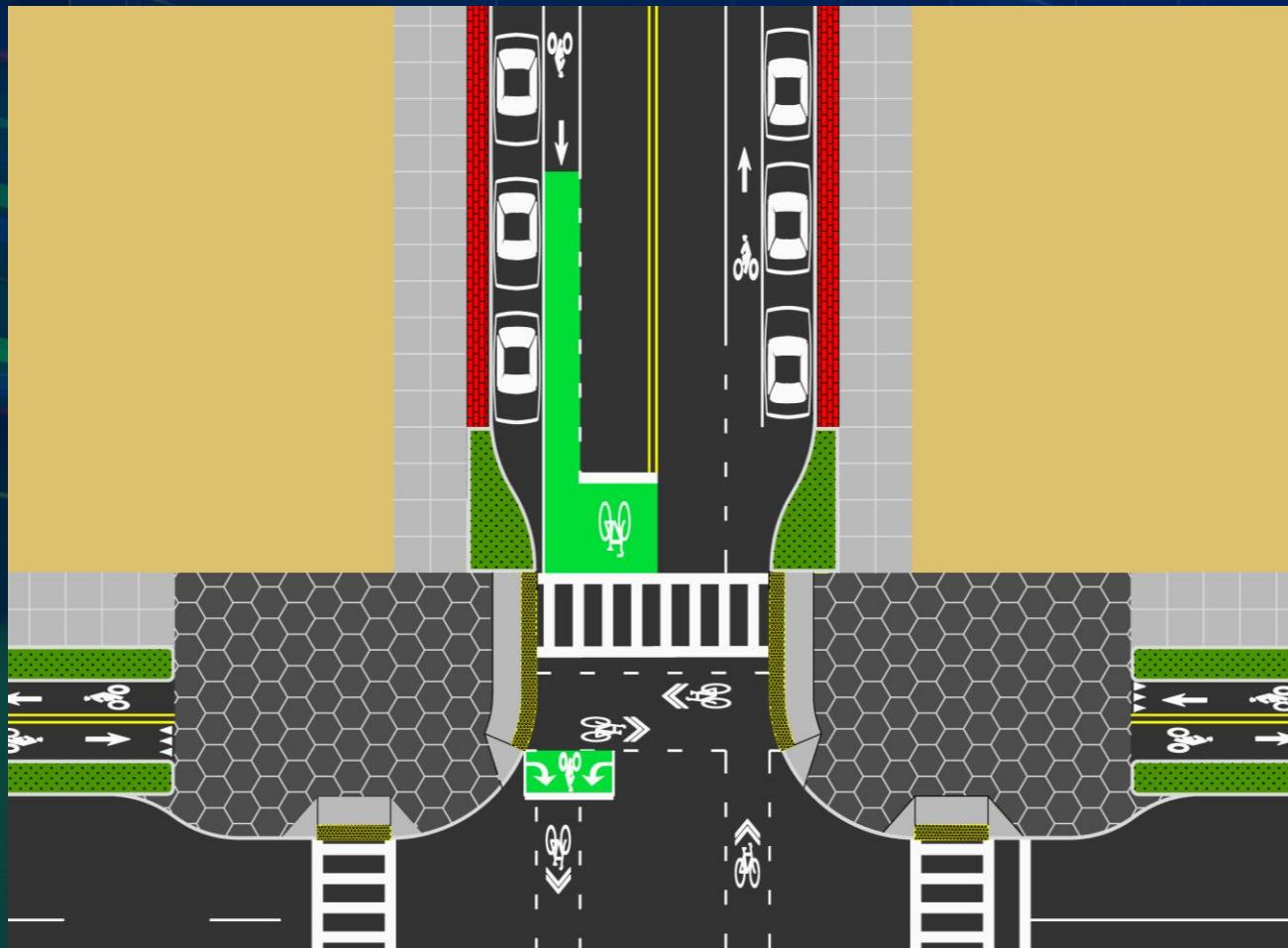
South Bay Harbor Trail

- Dedicated trail in addition to sidewalks
- Trail to be widened from 8' to 10'
- Improved designs for corners and ramps
- Connections to cross streets
- Wayfinding and branding



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South Bay Harbor Trail



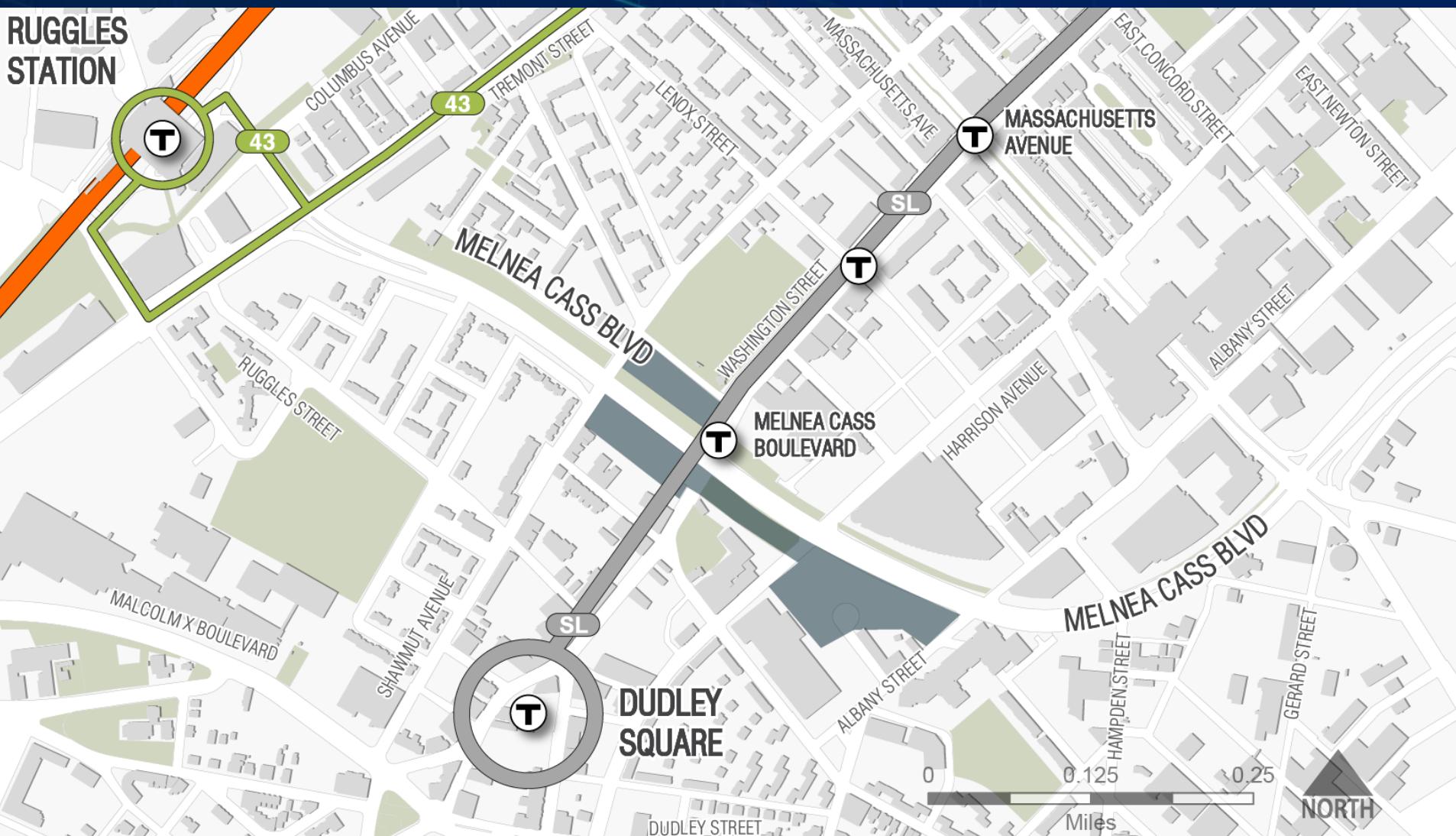
Complete Streets Principles

■ Transit

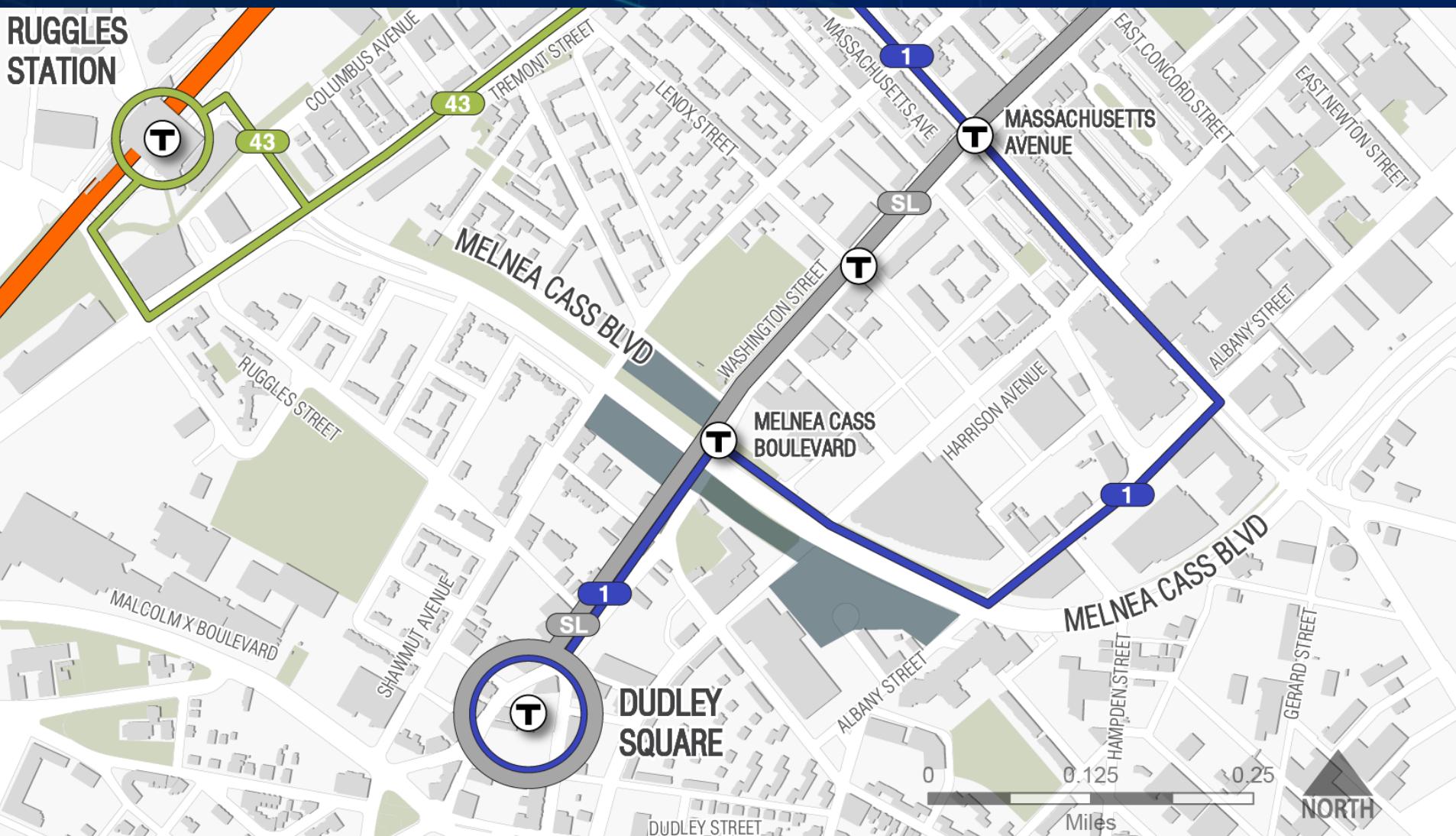
- Safety
 - Safe and accessible transit stops
 - Appropriate sidewalk widths
 - Less conflicts with other modes
 - Well-lit facilities
 - Transit-friendly intersections
 - *Minimal delay in service*
 - *Accessible crossings*
 - *Transit prioritization*
 - *Responsive signal design*
- Comfort and Convenience
 - Comfortable and inviting transit stops with amenities
 - Well-maintained transit stops and roadways
 - Connections to other modes
 - Real-time route information



MBTA Routes



MBTA Route 1

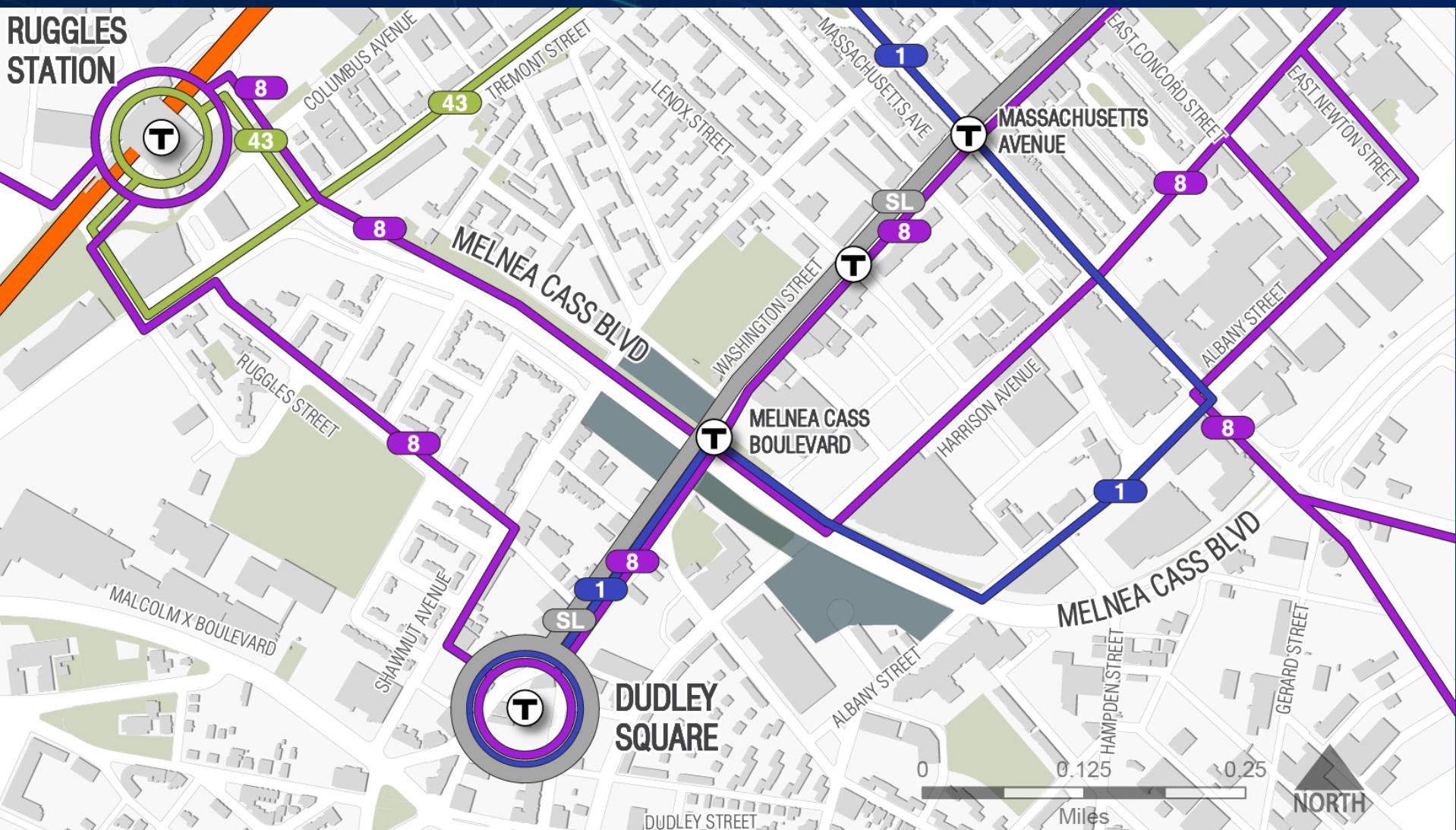


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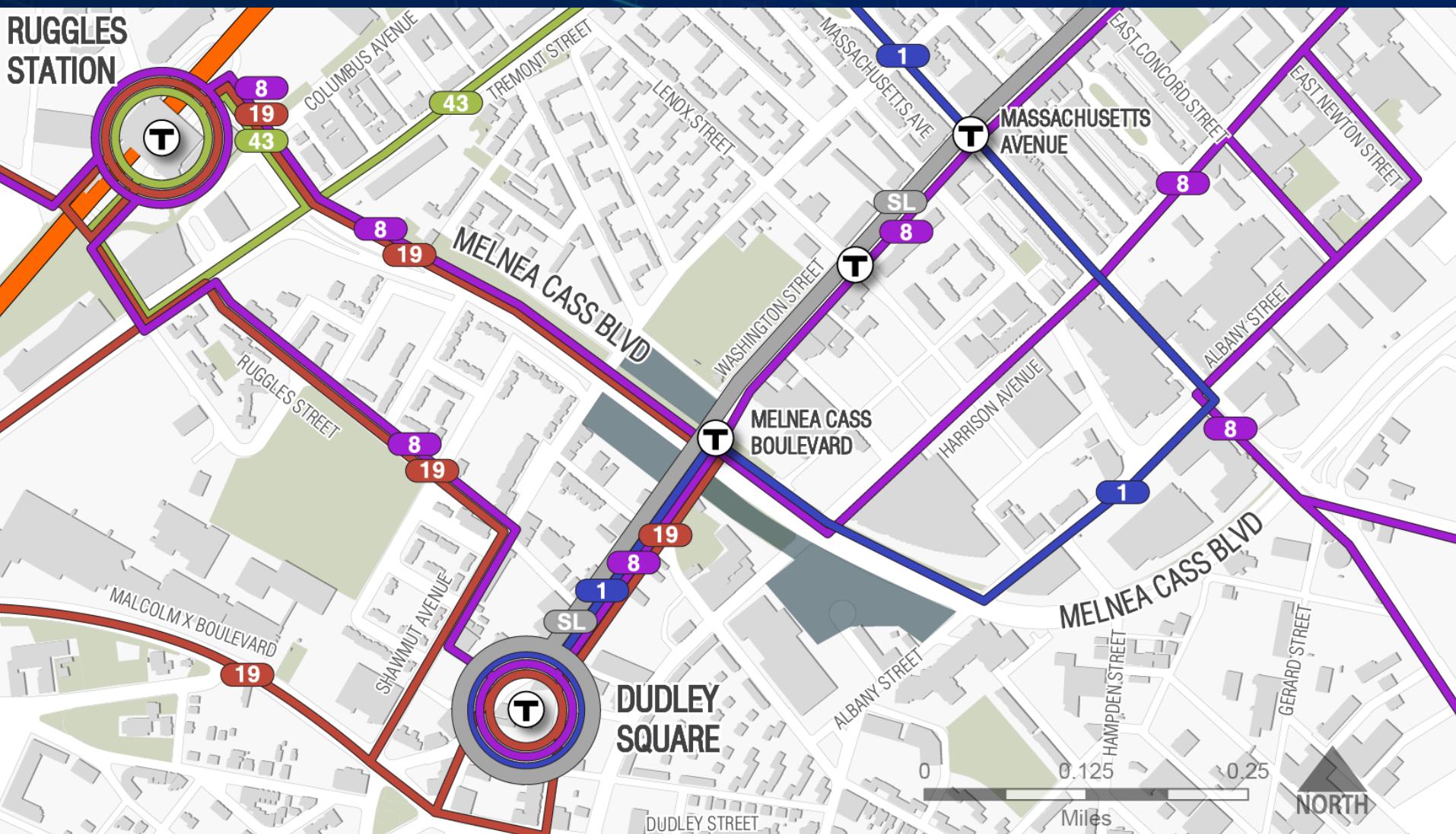
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MBTA Route 8



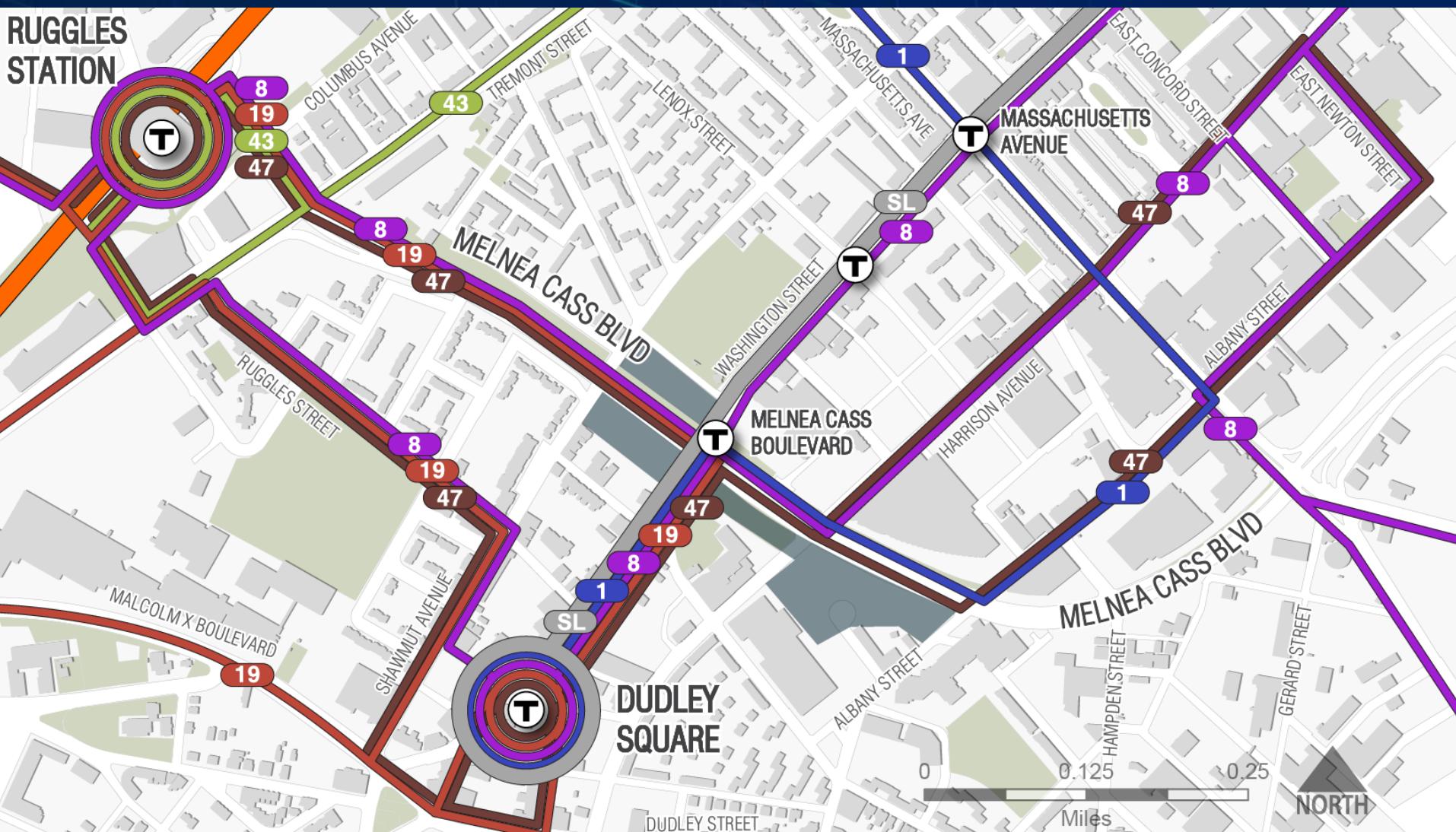
MBTA Route 19



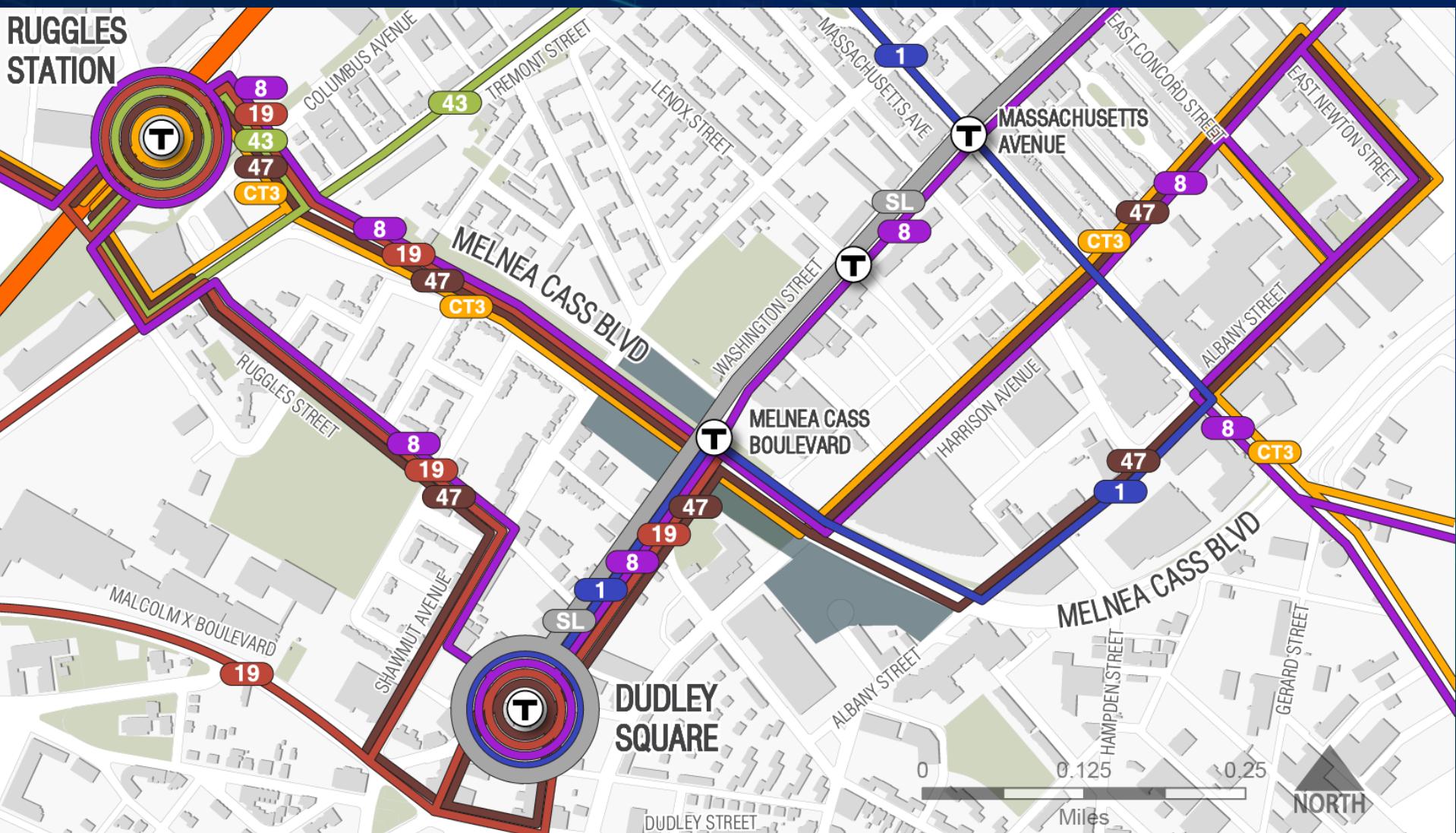
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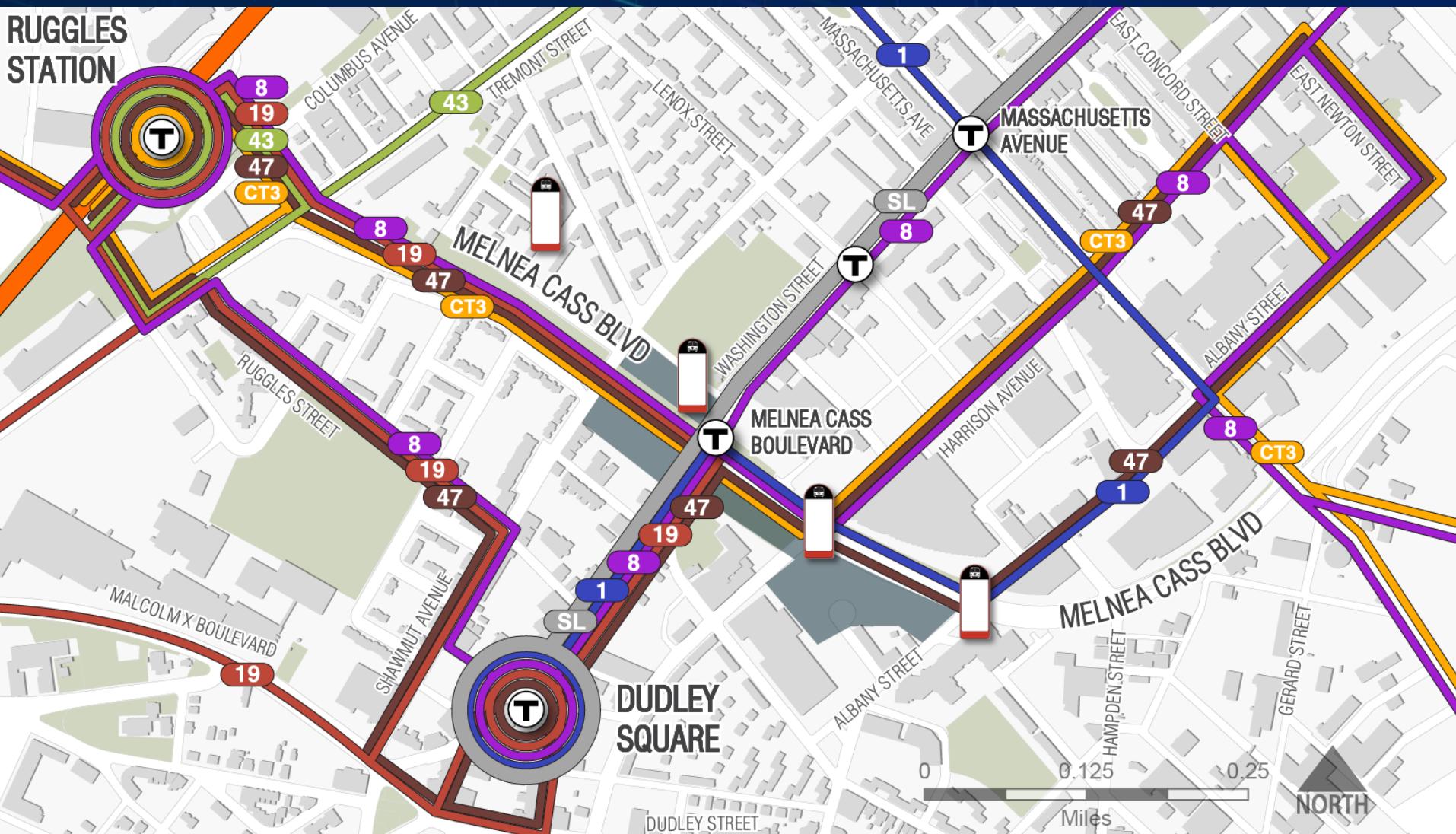
MBTA Route 47



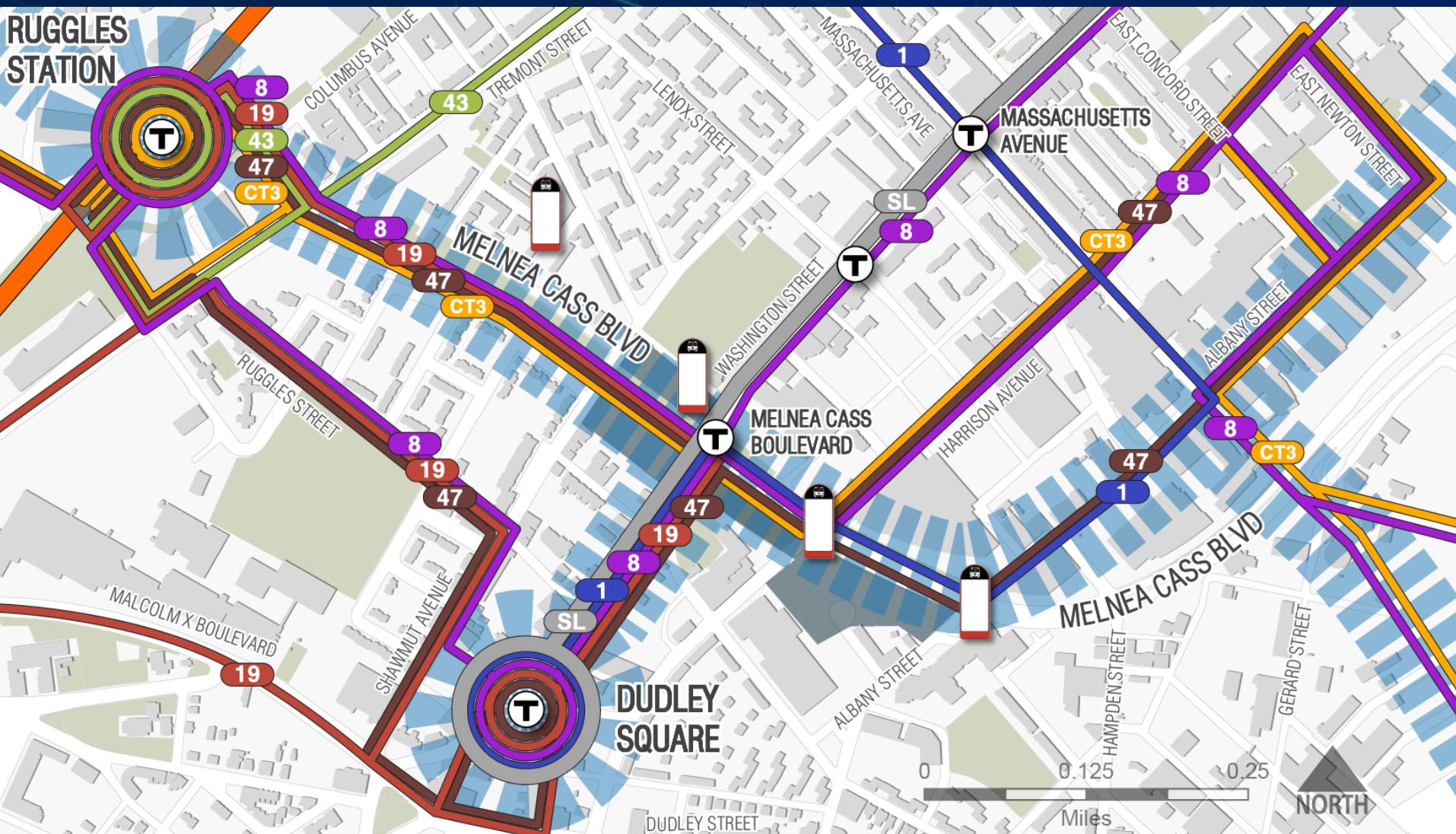
MBTA Route CT3



MBTA Routes and Stops

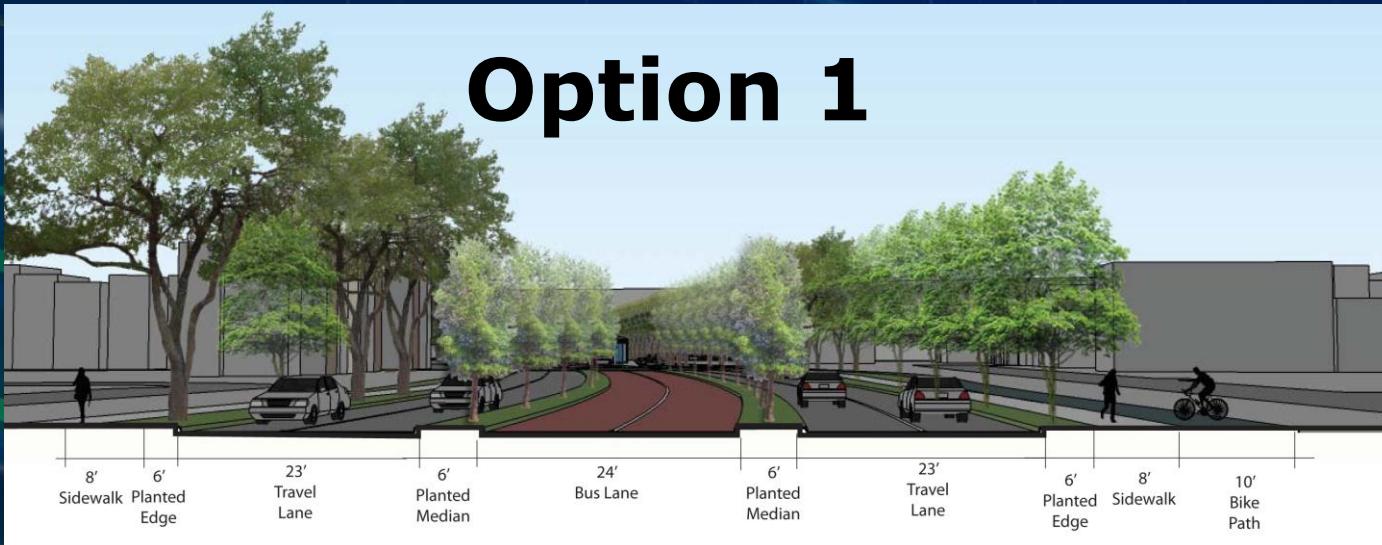


MBTA Routes and Stops

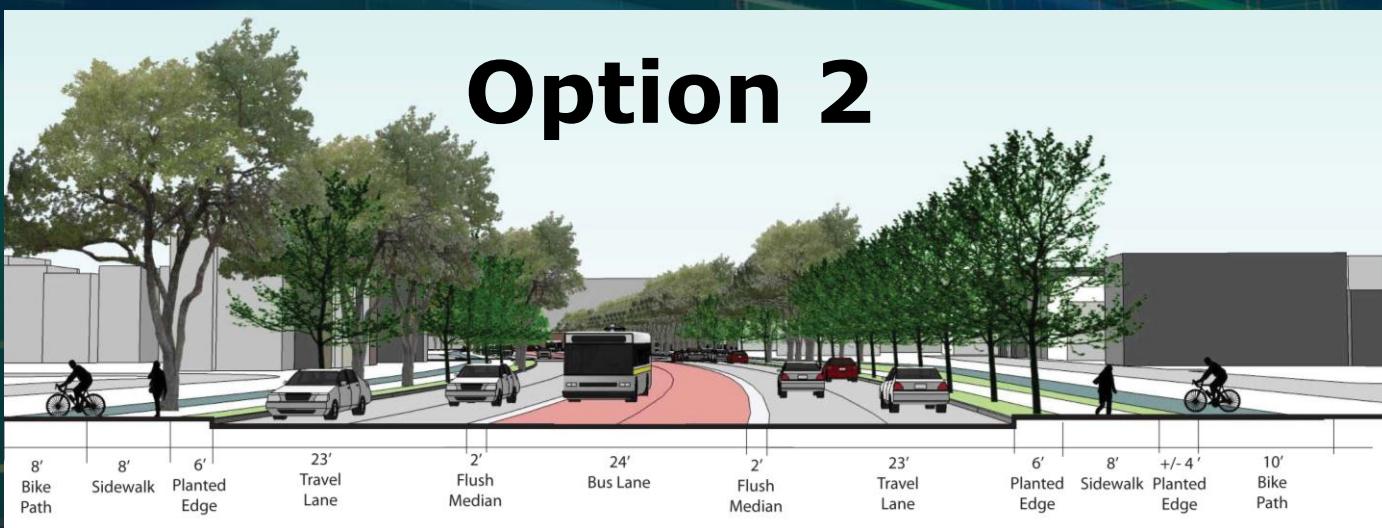


Two Approaches to the Road Layout

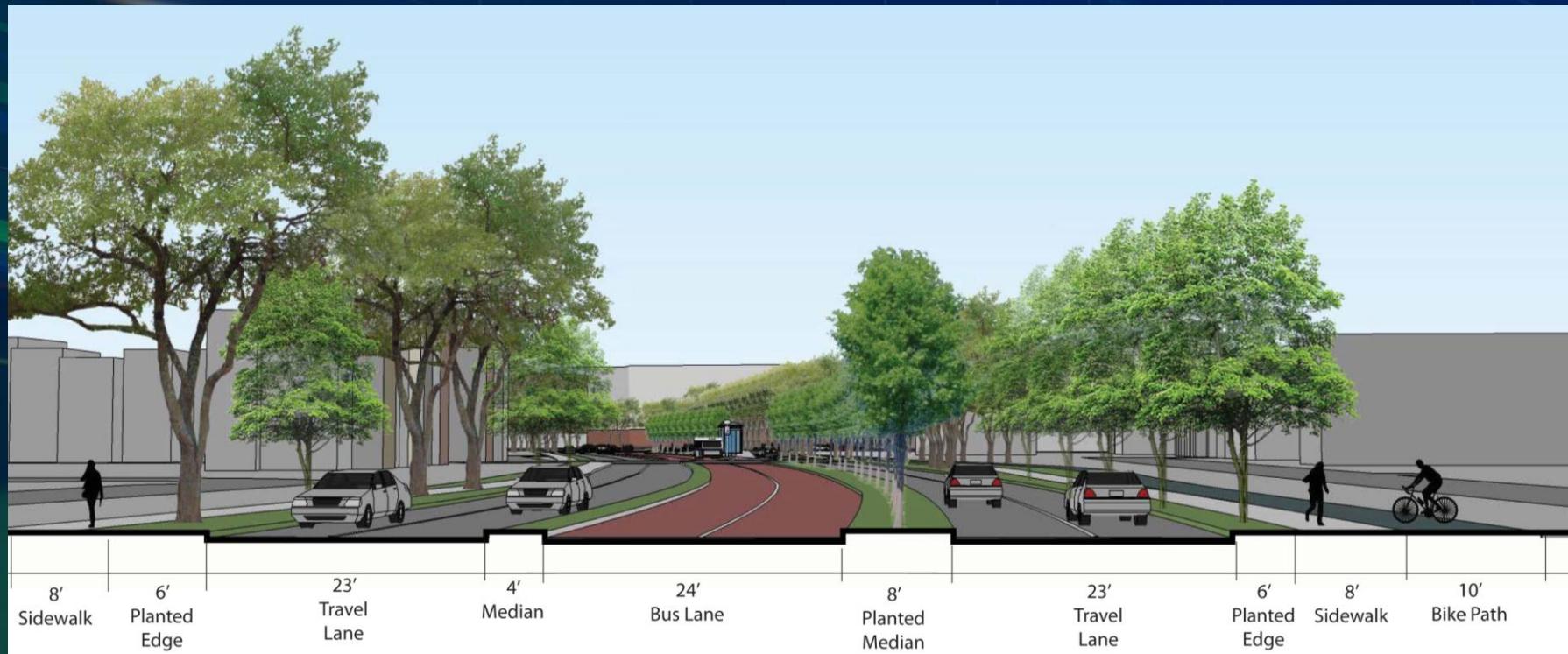
Option 1



Option 2



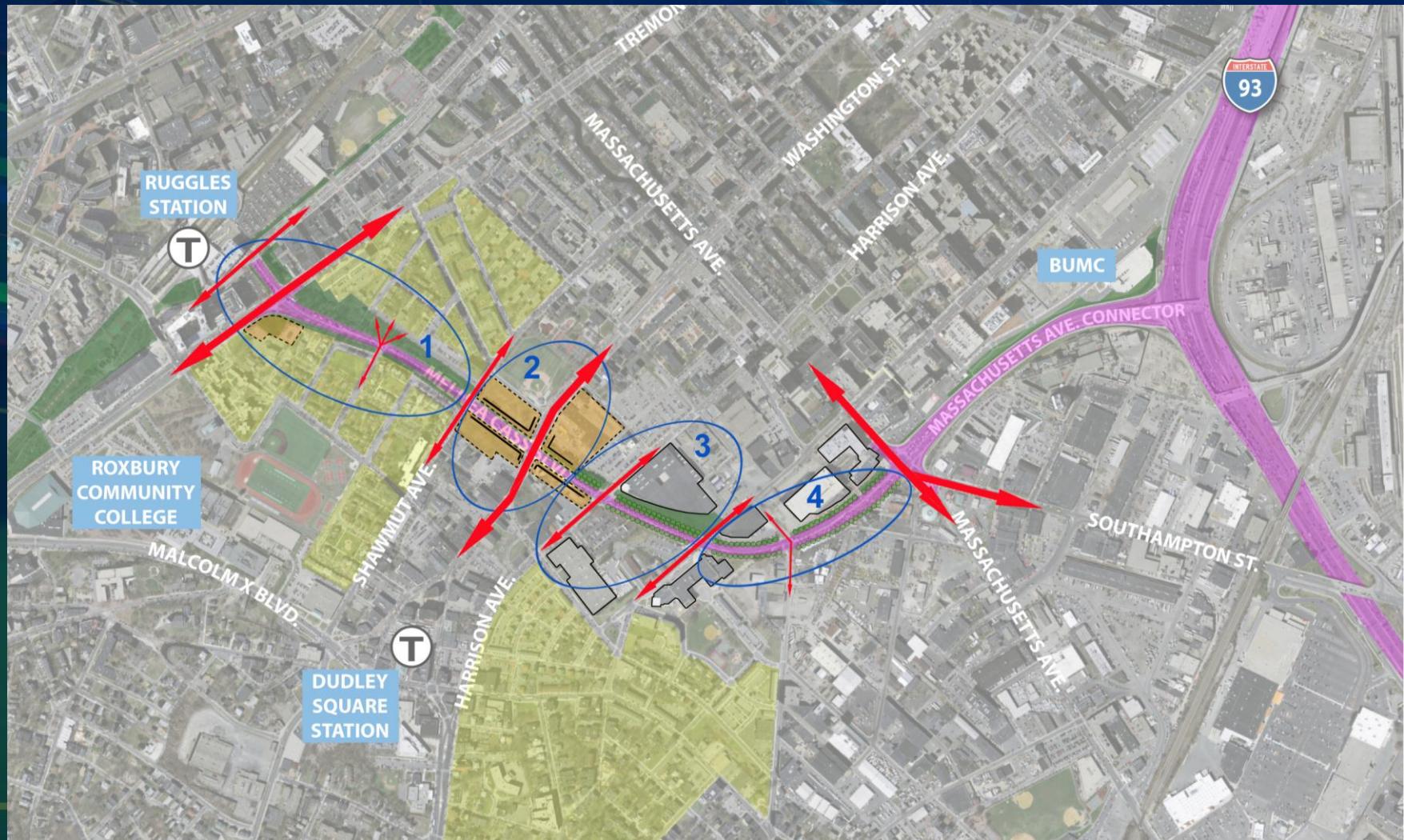
Revised Tree-Lined BRT Road Layout



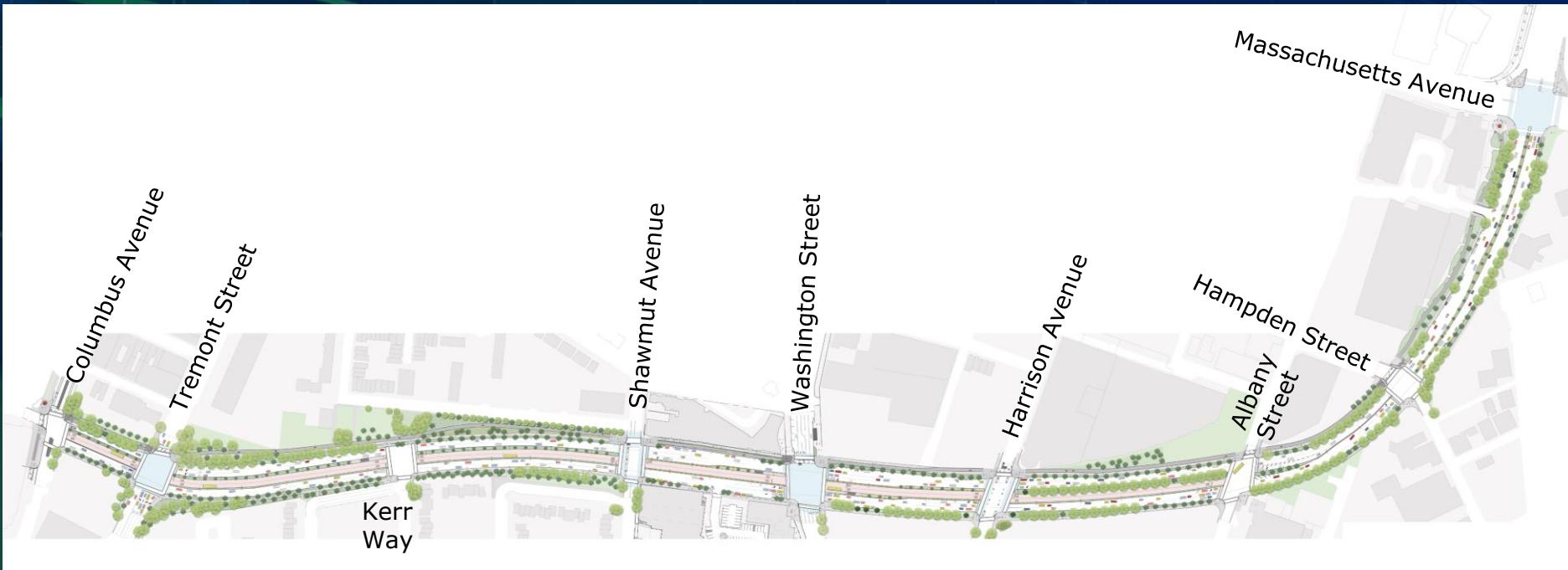
Urban Design Framework



Urban Design Areas



Hybrid Approach to the Road Layout

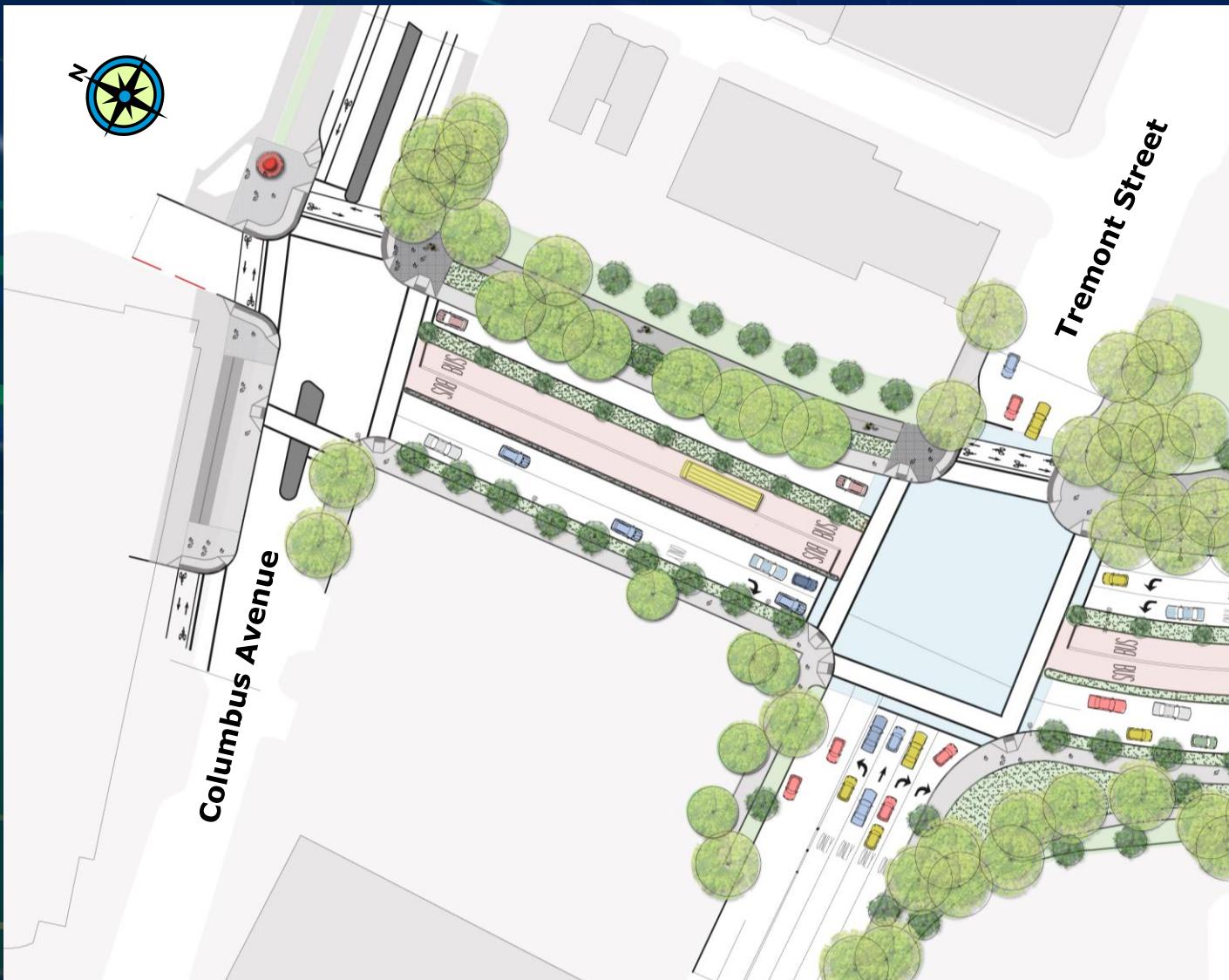


Hybrid Concept:

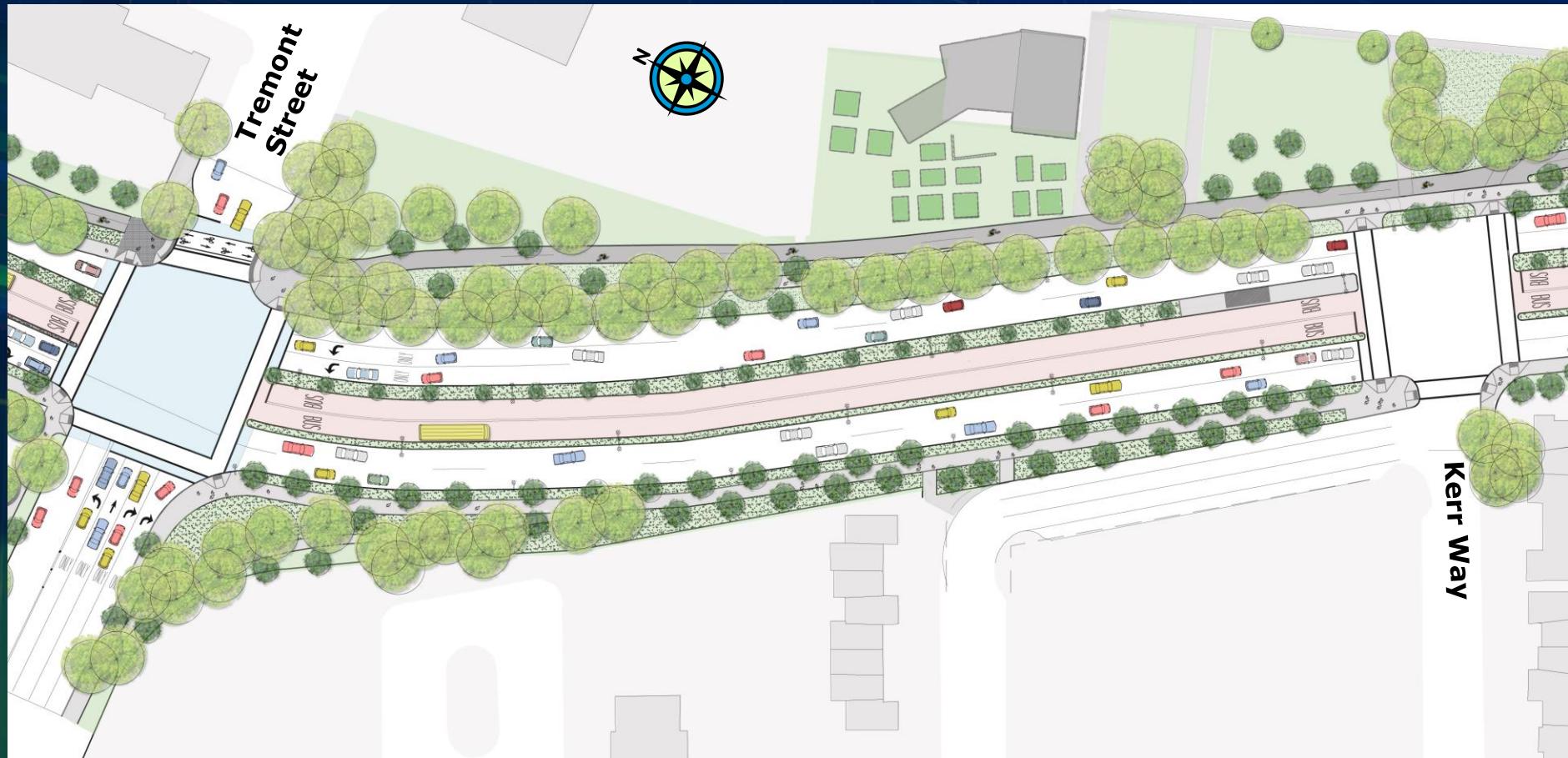
- Center BRT
- Hybrid of the 2 concepts presented on 5/30/12
- Aligned to maximize trees saved
 - Transplant younger existing trees
- Parking for local merchants where safe
- Creates destination at Washington Street/Melnea Cass Boulevard
- Creates gateway to Dudley Square



Columbus Avenue to Tremont Street



Tremont Street to Kerr Way



Kerr Way to Shawmut Avenue





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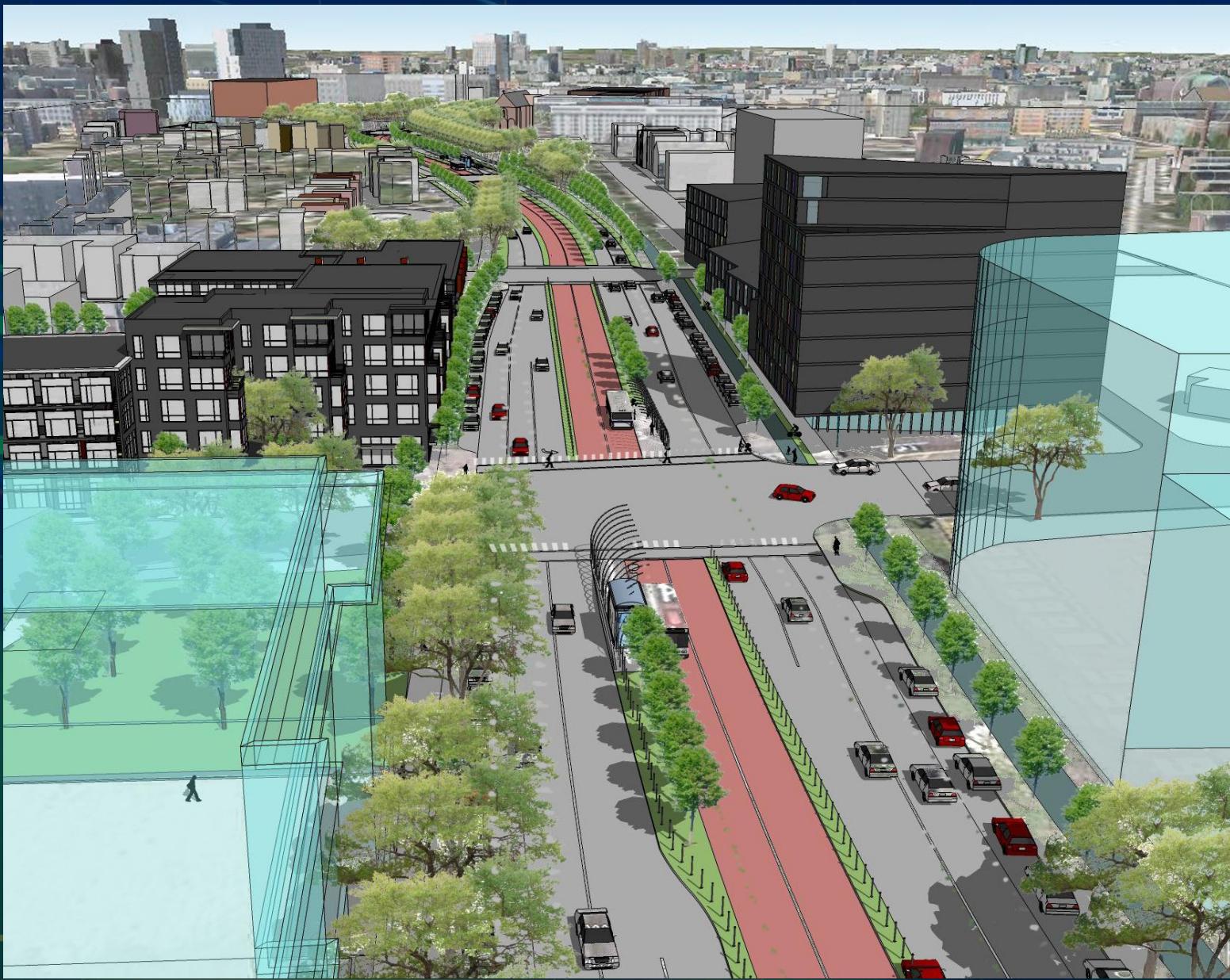


Shawmut Avenue to Washington Street



Washington Street to Harrison Avenue





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Harrison Avenue to Albany Street





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Albany Street to Hampden Street





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Hampden Street to Massachusetts Avenue



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Next Steps

- Revise concept based on feedback received
- Make 25% Design Submittal to City and MassDOT
 - Spring 2013
- MassDOT 25% Design Public Hearing
 - Summer 2013
- Continue to develop design towards construction
- Continued City/State/Agency Coordination
- Continued community process

